



March 2014

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

March 1

'Telling The Railtown Story'
training series 9am-3pm
in the Carriage Room

March 4

Railtown Ladies Luncheon
@ Hong Kong in Sonora
call Marge @ 533-4595

March 6

Maintenance & Shop Safety

Required Training

8:30-11:30am in the
Carpenters Shop

March 8

'Telling The Railtown Story'
training series 9am-3pm
in the Carriage Room

March 15

'Telling The Railtown Story'
training series 9am-3pm
in the Carriage Room

March 15

Murphy's Irish Day

March 22 (day 1)

GCOR Class 8:30am-5pm
in the Carpenters Shop

March 23 (day 2)

GCOR Class 8:30am-5pm
In the Carpenters Shop

March 29

Car Host Training Class
9am-3pm

April 1

Railtown Ladies Luncheon
11:30am @ Patty's Shack
Call Marge 533-4595

April 5

Excursion Train Season
Begins

April 12

Fire Patrol Class 8am-5pm
In the Carpenters Shop

April 12

Wildflower Train

April 12 & 13

Home & Garden Show

April 19

Fire Patrol Class (repeat)

April 19

Wildflower Train



A History of The Sierra Railway 4-6-0 No. 3

By Kyle Wyatt

In March of 1891, the Rogers Locomotive and Machine Works in Paterson, New Jersey, built 4-6-0 locomotive, construction number 4493, as Prescott & Arizona Central Railway 3rd no. 3, named W.N. Kelley. The 1st no. 3 had been built to the same specifications by Rogers in 1887 as construction number 3815, but the P&AC had been forced to turn it over almost immediately to the Atlantic & Pacific Railroad as A&P 99 to satisfy debt. Both locomotives had 17x24 inch cylinders, 56-inch drivers, and weighed 100,000 pounds. P&AC 2nd no. 3 was a rented 2-6-0.

The 4-6-0 wheel arrangement was one of the most popular used in the 19th century, particularly where heavy loads were hauled up steep grades. A. J. Stevens, General Master Mechanic of the Central Pacific in the 1870s and 1880s, preferred the 4-wheel lead truck of the 4-6-0 over the similar 2-6-0 because it tracked better and caused less wear on the railroad. P&AC no. 3 was a classic example of the 19th century 4-6-0 design.

The Atlantic & Pacific Railway, a subsidiary of the Atchison, Topeka & Santa Fe, was completed across northern Arizona in 1883. The line ran some distance north of the thriving mining and ranching center of Prescott. It wasn't long before the citizens of Prescott started advocating for a rail connection to the Atlantic & Pacific.

The Prescott & Arizona Central was built by a group formed by Thomas S. Bullock. In 1886 they completed a 73 mile line from a connection with the Atlantic & Pacific at Seligman to Prescott. Built rapidly on a small budget, it was a constant struggle to keep the poorly constructed rail line in operation. High rates and poor service soon produced a sizable opposition, including that from the Atlantic & Pacific Railroad, and these forces quickly allied with a competitor, Frank Murphy's Santa Fe, Prescott & Phoenix, when it was completed in 1893. Within 2 months the Prescott & Arizona Central was bankrupt and in receivership.

With the demise of the Prescott & Arizona Central, T.S. Bullock found himself with unutilized railroad equipment on his hands, so he went looking for other opportunities. He wound up in Stockton, California, in 1896, surveying possible rail lines into the central Mother Lode region.....(continue page 4).....



Gary Kerr



Tim VanBuskirk



Linda Krier



David Lewis



Bill Martin



Paul Neidhamer



Stephanie Kerr



Derek Schipper



Lynn Thompson



Cory Swank



Joanne Neidhamer



Ralph Cortez



Will Humphries



Carol Humphries



Joseph Yonan



Adelle Yonan



Tom Ward



Ken Rattenne

Welcome our New Volunteers Joining us for 2014 !



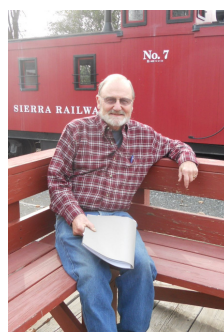
Barbara Roehrick



'Leo' Sweeney



Lynnett Sweeney



Paul Tremayne



David Ybarra

All Hands Meeting Recap From Saturday, February 22

(From Kim Baker, Park Superintendent, for all those who couldn't attend)

We had a great turnout for our annual All-Hands meeting on Saturday Feb 22nd. Jim O'Neil, from the Walk of Fame committee in Jamestown, gave a report of that project. A cooperative project with the county, as part of a Jamestown sidewalk upgrade, new sidewalks will be installed along Seco street and up 10th street to Railtown, with brass medallions of movies filmed in the area, embedded every 30 feet. If you haven't walked this route, give it a try—the bungalows along the roadway once housed the railroad workers who worked on this railroad and this great new project will help better make the connection of the railroad to the town.

Jennifer Hodges, from the California State Railroad Museum Foundation also spoke about planning for the Polar Express. The foundation is still working out the contract for the event licensing, but Jennifer laid out some basics of the timeline for ticket sales and planning, and gave some insight into why this event is such a well-oiled machine in Sacramento.

Karen shared some information about an event we are planning for September. We are planning a "Railroad Workers Family Reunion", tentatively scheduled for September 20th. We need everyone's help to gather names and contact information from descendants of railroad workers and workers themselves. We want to hear from anyone who worked for the Sierra and any of the feeder Railroads (ie: West Side, Sugar Pine, Pickering). We are especially interested in the stories of the lives of the workers and their families, including photos, and what it was like to work for the railroad. These stories are important and we want to be able to preserve them through our interpretive programs and exhibits in the future. Have you read or researched stories about any past workers? We need you to write an article about them for the next edition of this newsletter!!

We are introducing a new fundraising program this year. The "Engine Crew for a Day" program is an opportunity for interested persons to get a hands-on, behind the scenes look at our railroad operation, and help support the park. Visitors will start with the engine crew at 7AM, light off the locomotive and hostle with the crew, then ride in the cab the first ride, and fire patrol the second. The cost for this program is \$500. This is a fundraiser for the park, and it is not our intent to have this every week-end. For those who want a taste of the same, we are going to be offering cab visits during the run-around at the station, again this year, at no cost. If you have visitors interested in this, they should be referred to the stationmaster who can coordinate with the engine crew. Those interested in the Engine Crew for a Day should contact Karen who will be scheduling this program.

We also reviewed the status of funding for all of our projects this year. Most of the funding has been allocated, which is good, because it has a deadline of June 30, 2014. The exception is the No. 28 project, which will be continuing into 2015. We have accomplished a lot this year with these funds, and we are hoping that no matter what the budget news is next year, we'll be in a better position to preserve the park and serve the visitors.

The remainder of the meeting was focused on brainstorming for our new Interpretive Master Plan and School Program Curriculum. We had a great afternoon, lots of great ideas and fellowship. We are hoping to host more of these type of sessions as we move forward. Dave has a great training planned for you, and we have a new crew of volunteers attending. Please join us for as many of these sessions as you can this year, as we prepare for a fabulous season in 2014!



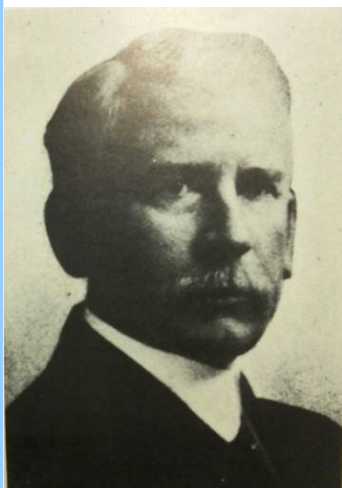
***NOTE:** April sign up sheets are now posted in the volunteer office for all those who want to sign up early for the new excursion season. All positions are open and usually on a first come, first serve basis. You can also call or email me: 209-984-4408 or dave.rainwater@parks.ca.gov

....(from page 1) under the Sierra Pacific Railroad name. At this time, he met Prince Andre' Poniatowski, an exiled Polish prince from France representing French and British capitalists investing in California mining. Poniatowski was also the brother-in-law of William H. Crocker, President of the Crocker-Woolworth Bank and son of the Central Pacific's Charles Crocker. Bullock and Poniatowski, with W.H. Crocker's support, decided to build a line into Tuolumne County, and incorporated the Sierra Railway of California on February 2, 1897.

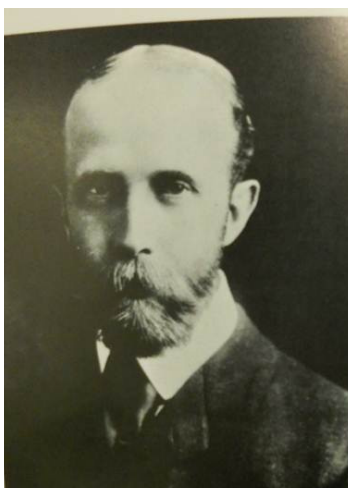
Prescott & Arizona Central locomotive no. 3 became Sierra Railway no. 3, initially owned by Bullock's West Coast Construction Co., and later owned outright by the Sierra Ry. It reportedly hauled the first passenger train on the line, to Cooperstown in June 1897, and served well during the heavy construction to Jamestown(1897), Sonora (1898) and Tuolumne (1900). It was the heaviest main line locomotive on the railroad in the early years, and handled the freight trains until 2-8-0 no. 18 arrived in 1906. After that no. 3 served as the primary relief engine, substituting for passenger locomotive no. 6, freight locomotive no. 18 and road helper no. 2 when any of these were in the Jamestown shops for repairs.

Sierra Ry. no. 3 had its share of bumps and scrapes over the years. In February 1898 it split a switch at Chinese and toppled into a ditch, killing conductor William G. Bailey, reportedly a cousin of Bullock. That was the only fatality known to have been caused by the engine. In September 1899 no. 3 was in trouble again. Backing over a trestle 8 miles below Chinese, its tender derailed, breaking supports on the trestle. Somehow the locomotive stayed upright on the partly collapsed trestle, but the wrecking crew had to block the engine up, remove broken timbers, and lower no. 3 to the ground before it could be hauled to safety. In early 1919, no. 3 went on its side again by Sanguinetti Road. This wreck crushed the side of the original wooden cab, and resulted in its replacement with a 2nd hand Central Pacific steel cab.

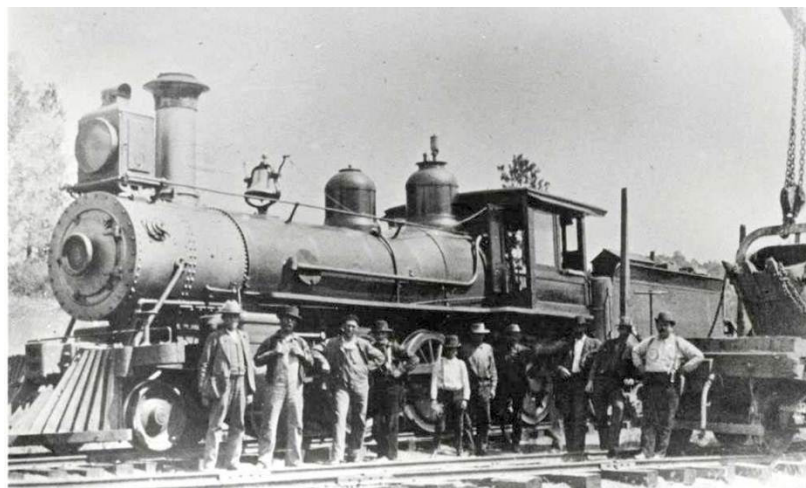
(to be continued in the April issue)



Thomas S. Bullock



Prince Andre' Poniatowski



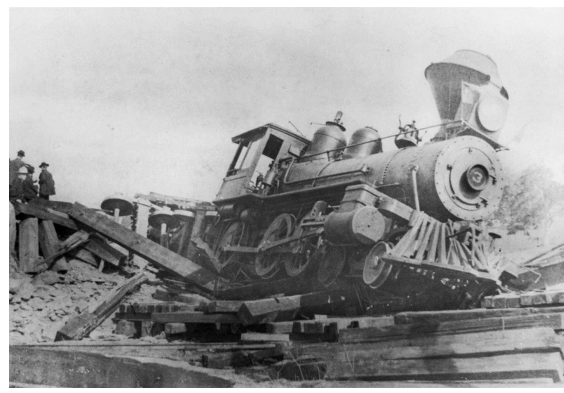
Sierra No. 3 in 1904



W.H. Crocker



Conductor William Bailey was killed in this 1898 wreck



September 30, 1899, trestle collapse



Bob Gibson



Dave Connery



David & Stephanie Tadlock



Phil Sexton



Walt Pierson



David Winslow



BZ Smith



Kim Baker

Telling The Railtown Story

Interpretive Training Series

Our annual training series is designed to help all new and returning volunteers by increasing your knowledge and background with the Sierra RR history and interpretive skills

The History of The Movie Railroad

Saturday, March 1st, 9:15-10:15am (Carriage Room)
With long time Car Host and avid movie fan Bob Gibson

The History of The Sierra Railroad

Saturday, March 1st, 10:30-Noon (Carriage Room)
With historian and volunteer Dave Connery

A Model Tour with Car Host & Tour Guide Dave Connery

Saturday, March 1st, 1-2:30pm (starts in the Carriage Room)

Interpreting a Steam Locomotive and How They Work

Saturday, March 8, 9:15-10:15am
With Engineers David & Stephanie Tadlock

An Introduction to Interpretation

Saturday, March 8, 10:30-Noon
With State Interpreter III Phil Sexton

A Model Tour with Tour Guide Walt Pierson

Saturday, March 8, 1-2:30pm

The Building of a Railroad Empire

Saturday, March 15, 9:15-10:15am
With high school history teacher & historian David Winslow

Telling Tales from The Rails

Saturday, March 15, 10:30-Noon
With award winning story teller BZ Smith

A Model Tour with Park Superintendent Kim Baker

Saturday, March 15, 1-2:30pm

*Although not mandatory, we hope you will take advantage of these sessions and attend as many as possible. *Please Note:* We will be asking all new and returning Tour Guides and Car Hosts to do a self evaluation (DPR 461D) during this season. Sometime afterwards, a staff member will do a follow up (shadow your presentation). We hope you will participate, as we are trying to unify our message. An 'Interpretive Master Plan' is currently in the works from our District Headquarters, but will not be ready for another year or two. We hope you will join us in this effort to improve our message to our visitors. There are excellent interpretive resource materials available, both in books and on the internet. Email or call Dave Rainwater for a list.



PO Box 1250
Jamestown, CA 95327
Return Service Requested

TO:



Depot Store- (209) 984-3953
Volunteer Desk- (209) 984-4408
Volunteer Website- <http://railtown.team.parks.ca.gov/volunteers>
Railtown Blog- www.railtown1897.wordpress.com
Newsletter Editor— Dave.Rainwater@parks.ca.gov
Crew Caboose- (209) 984-0352



Railtown Paid and Volunteer Staff Contact Information

(all area codes are 209)

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Newsletter Available in Alternative Format on Request